

S-E-C-R-E-T

25X1

25X1

- 2 -

to serve as an attachment for antennas, a double-barreled antiaircraft gun on each side just aft of the stack, and two guns with shields in the center of the afterdeck. Each ship displayed a flag which was white with red stripes and a red star in the upper corner by the pole and a figure, possibly an anchor, in the upper outer corner.

5.

25X1

6. These vessels were somewhat shorter than the type described in paragraph 4. Each ship had one gun on the foredeck which was behind a shield with two apertures with the gun sticking out from one of them. On the bridge there was a searchlight mounted on a high tripod mast which had one yardarm. There was a large semi-spherical object on the mast covered with tarpaulin. The stack was inclined and had a smoke cowl with a small curved metal plate on the forward side of the cowl. The break from the forecastle to the main deck was at the stack. There was one gun behind a splinter shield on the afterdeck and behind it a large drum covered by tarpaulins. There was minelaying apparatus on both sides of the afterdeck and two rails on each side which ran aft to the stern frame. There were two davits on the stern. [] a bar or pole about two inches thick, located on both sides of the bow; the bars were attached in such a way as to meet just forward of the bow. From there, a thin wire ran to a small windlass on the forecastle. Level with the afterdeck there was a fillet which continued forward along the ship's side about half the length of the fore-castle (see sketch No. 1).
7. On all the vessels of this type, there were several paravanes located behind the stack. On several occasions informant saw two, or at most four, special paravanes which were placed all the way aft. Each was about one and one-half meters long. On the bottom of each paravane were two long wide fins located close together, one behind the other. These paravanes were painted bright red and green. Many times informant observed underwater mines on these vessels when they came into the harbor.

25X1

8.

25X1

9. These vessels were somewhat shorter than the type described in paragraph 6. There was an arrangement on the bow similar to that described in paragraph 6. The bridge structure had a two-part mast, and a single inclined stack; the break from the forecastle to the main deck was at the stack. There was a gun behind a shield on the afterdeck. [] there was a drum aft of the stack but there were no rails on the afterdeck. There were a number of paravanes aft of the stack (see sketch No. 2).
10. Between the naval quay and Sawmill No. 16-17, there was a fenced-in slip which was empty. On the other side of the road above the slip, there were several small fishing vessels under construction.

25X1

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

25X1

- 3 -

11. [] four different floating cranes in the harbor. Three were of the same type; they were seen in different positions at about the same time. A slightly smaller floating crane was seen at another time. All were powered by their own motors. 25X1
12. [] seven jet aircraft flew over Sawmill No. 16-17 at intervals of five to ten minutes. The aircraft came from the northwest and after having passed over the sawmill they flew either to the right or to the left and out of sight. 25X1
- []
All the aircraft were similar, and each had sharply swept-back wings attached to the fuselage just forward of the middle. The wing tips were cut off parallel to the fuselage. The entire tail assembly was also sharply swept-back. [] it could have been the same aircraft that flew over seven times. 25X1
13. [] aircraft that took off and landed several times at the airfield on Keg Island. It stayed on the ground for several minutes between each flight. It was a twin-engined propeller-driven aircraft with the wings attached at the mid-point on the fuselage. [] a picture of this same type in a Soviet magazine; it was on a field near Moscow, ready to carry provisions to the Soviet polar expedition. 25X1
14. Along the edges of the runway on Keg Island there were small white markers. []
[] Between Sawmill No. 9-10 and the airfield there were two high chimneys located close together. One was marked by a red light on top and a white light halfway up the chimney. Smoke frequently hid the upper light. 25X1
15. On one occasion [] 15 to 20 aircraft of the same twin-engined type as described above parked behind the building at the south end of the field. 25X1
- [] 25X1
16. There were always many soldiers on the ferry which plied between Arkhangelsk and the islands in the Dvina River. They went ashore at Sawmill No. 2 on Brevannik Island. The insignia on their shoulder boards was a tank stamped out of metal.
17. The bridge between Arkhangelsk and Solombala appeared to be completed. Only the roadway had not been laid. It was said that trolley tracks were to be laid across the bridge and that it would be opened in the spring. On the Arkhangelsk side there were two high radio masts straight ahead when one leaves the bridge. At night there were three red lights on each mast.
18. The ferry pier was located down from the Inflat offices (see sketch No. 4). Outside the fence there were three ticket windows, where tickets for the various ferries were sold, and a large waiting room. Two gates led into the ferries and the tickets were checked at these gates. Foreign seamen slip past without tickets. The ferries lay at two projecting piers; the ferry to Sawmill No. 9-10 at the east pier and the ferry to Sawmill No. 16-17, [] at the west pier. 25X1
- [] 25X1

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

25X1

- 4 -

19. [redacted] times of departure for the ferry from Arkhangelsk to Sawmill No. 9-10: 1145, 2200, and 0030 hours. The first ferry from Arkhangelsk to Sawmill No. 23 left at 0500 hours and the last one at 2200 hours. Cargo vessel captains could obtain the ferry routes from the harbor agent at the sawmill if they asked for them. One ferry went directly to Sawmill No. 9-10, where the ferry pier was marked Keg Island. From there it went on farther out across the Nikol'skiy Channel. There was also a small ferry between Sawmills Nos. 23 and 25. When the pontoon bridge between Arkhangelsk and Solombala was open, as it often was, connections were maintained by two ferries, which were always directly alongside the bridge. The ferries left every quarter hour all night long and the fare was 40 kopeks. 25X1
20. The two Arkhangelsk-Solombala ferries resembled whaling boats which were equipped to carry passengers. [redacted] numerous other types of ferries in use. The newest type had two passenger decks and cabins fore and aft. There was also a door marked "Buffet" [redacted] 25X1
25X1
21. From the pontoon bridge at Solombala, trolleys went to Sawmills Nos. 16-17 and 26. They travelled on the same track but only a few of them stopped at Nos. 16-17. The trolley to No. 26 had two cars while the one going to No. 16-17 had only one car. The line was single-tracked but it had many side tracks for passing and there were turning circles at Solombala and at Sawmill No. 26. A short distance from the stop at Solombala, there was a side-spur toward the east. On all the trolleys, one enters in the rear and exits in front. The last two trolleys from Solombala to No. 26 left at 0030 and 1150 hours. They returned later. A trolley left the terminal station on the Arkhangelsk side every hour during the entire night.
22. The Intourist Hotel was located on the main street (see sketch no. 4). The restaurant was on the third floor. Also on the third floor there were ordinary hotel rooms on each side of two corridors. Where the corridors came together, there was a woman seated at a table. A room without running water cost 15 rubles per day. There was a common washroom for a certain number of rooms.
23. Two local newspapers were issued in Arkhangelsk, the Pravda Severa and Seyerny Komсомолец. Each cost 20 kopeks and were for sale in small stores and at the telegraph station. Most of the stores in Arkhangelsk were closed on Mondays. During the day, small booths were set up in the streets and toilet articles and such are sold. [redacted] no picture postcards of Arkhangelsk were available. [redacted] the police looked the other way with respect to black-market activities as long as it did not concern items of great value or an organized group. [redacted] 25X1
25X1

Key to Sketch No. 4Legend to Sketch No. 4:

- | | |
|---|--------------------------------|
| 1 | Intourist Hotel. |
| 2 | Large grocery store. |
| 3 | Large grocery store. |
| 4 | Gate and entrance to ferries. |
| 5 | Entrance to the Seamen's Club. |
| 6 | Inflot. |

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Legend to Sketch No. 4 (cont.):

- 5-

- | | |
|----|--|
| 7 | Steps. |
| 8 | Ticket windows. |
| 9 | Park. |
| 10 | Waiting room. |
| 11 | Entrance. |
| 12 | Main Entrance. |
| 13 | Ferry piers. |
| 14 | Ferry piers. |
| 15 | Ferry piers. |
| 16 | Large building with an open
square schoolyard in front. |
| 17 | To the park, about three-quarters
of a mile. |

25X1

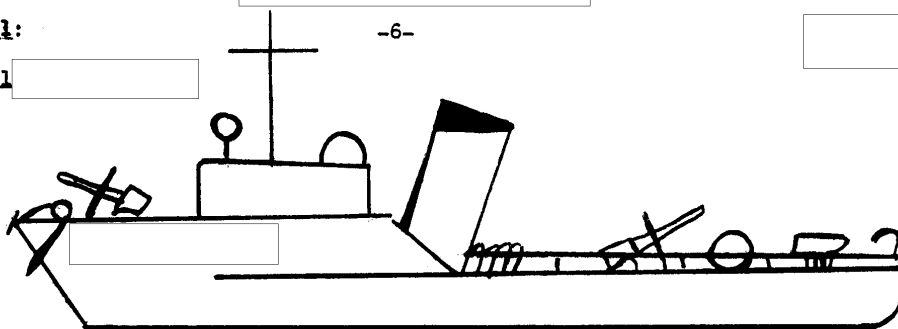
S-E-C-R-E-T

25X1

S-E-C-R-E-T

Sketch No. 1:

Naval Vessel



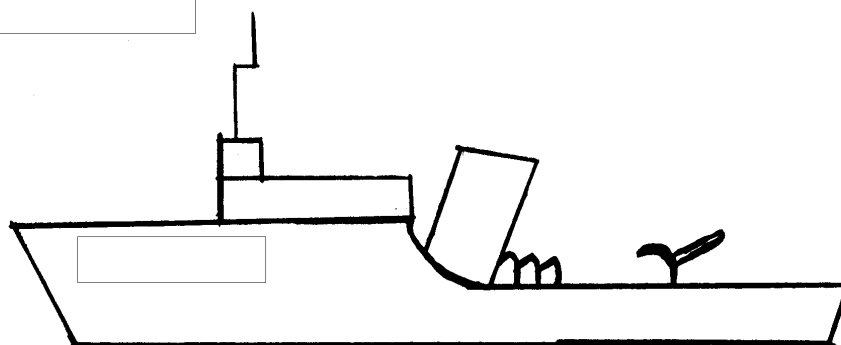
25X1

25X1

25X1

Sketch No. 2:

Naval Vessel

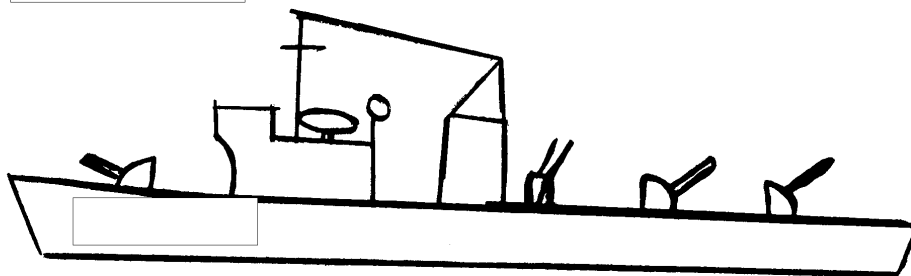


25X1

25X1

Sketch No. 3:

Naval Vessel



25X1

25X1

S-E-C-R-E-T

25X1

S-E-C-R-E-T

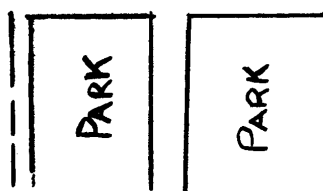
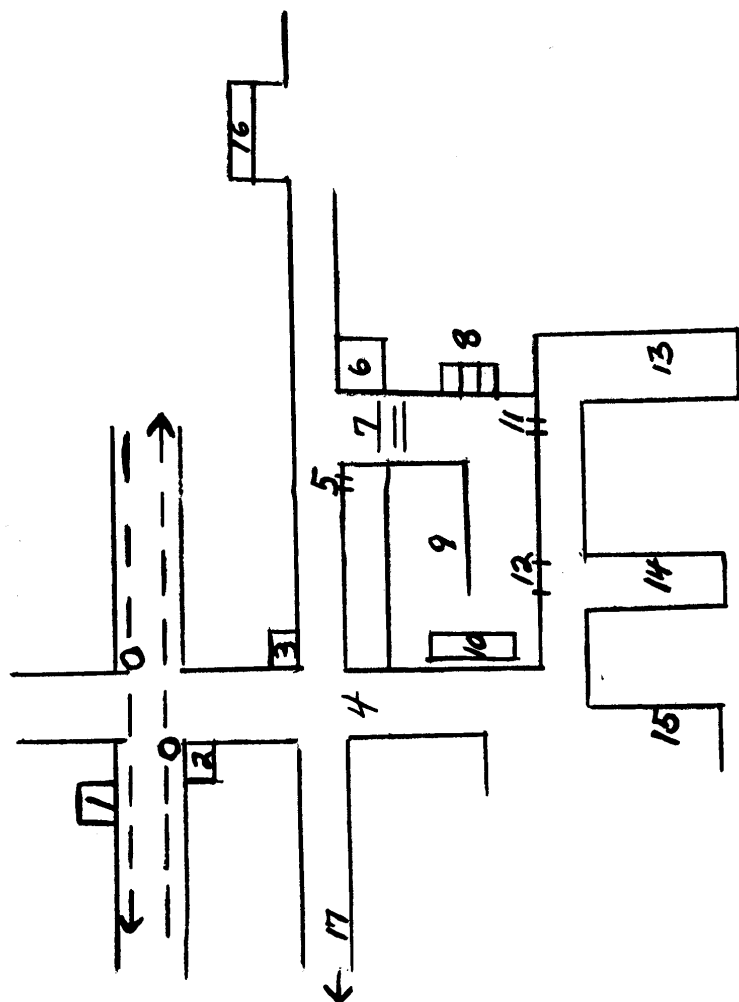
25X1

25X1

-7-

Sketch No. 4:

Center of Arkhangelsk:



S-E-C-R-E-T

25X1

S-E-C-R-E-T